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The Technical Commission of the Ministry of Transport Machine /Building/ USSR

The first head of the Commission was

Colonel Tambovtsev,

a professor from Moscow who spoke English fluently, French very well, but German only a little. He had been in Northern England and the United States for considerable periods and had, among other things, built the Soviet Pavilion at the Paris World Exhibition of 1937.

Lieutenant-Colonel Prokovskiy

was his deputy. He was a engine designer and had had a decisive hand in the construction of the V2 tank engine of the T34 tank in Chelyabinsk.

Other members of this Commission were:

Major Protassov,

who, according to his own reliable statements, had been chief engineer in a Moscow plant which, with respect to its building program, would correspond to the German Robert Bosch company.

Protassov and Prokovskiy spoke German very well, since they had spent several years with the German-Russian Trade Association (Deutsch-Russische Handelsgesellschaft) in Berlin.

Lieutenant-Colonel Tarshinov,

who had participated in designing the T34 tank, was a very uncommunicative person [redacted] of whom one never knew whether he was

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for or against a proposal. He was not very well liked by the Russians and had the reputation of being lazy. Already at the end of 1945 he was transferred to a locomotive construction group in Wildau (Schwarzkopf Locomotive Plant) because of personal difficulties with Tambovtsev.

Lieutenant-Colonel Pomerantsov,
who, although an engineer, functioned mainly as administrative officer.

Major Mirskiy,
a foundry engineer, who was charged with photographing and collecting all technical data pertaining to foundry plants and installations as well as casting technics, particularly light metal castings.

Major Il'in,
a tank construction engineer who was later in charge of a small tank designing bureau.

Major Grachov,
a designer of the former Putilov Works in Petersburg, who worked in a tank plant in Omsk (Siberia) during the war. He was placed in charge of the engine designing bureau established in Hohenneuendorf which he managed until its dissolution on 31 Dec 1948.

In February 1946 Tambovtsev returned to Moscow; Prokovskiy became his successor, but was placed under a Mr. Lvov at the end of 1947. The latter was no expert but had been placed into the position for political reasons. Lvov had been with the Soviet Trade Association in Paris and spoke French well, but no German.

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Prokovskiy remained in Berlin until August 1948 and then also returned to Moscow. At the same time Tarshinov left Wildau in direction Russia. Protassov became manager of the Soviet A. G., formerly Knorr-Bremse A. G., of Berlin-Lichtenberg which now manufactures railroad brakes for Russia.

End of 1946 Pomerantsov was transferred to the SMA to work in the Reparations Department.

In 1948 Il'in returned with Protassov to Russia, and in January 1949 Grachov took over a bureau in Dresden which was engaged in the development of internal-combustion turbines for locomotives. This bureau is located in the former turbine plant of Brückner and Kanis whose owner with its leading officials fled to Western Germany at the end of 1947 or beginning of 1948.

The Technical Commission of the "Transmash", which arrived immediately after the occupation of Berlin, was first quartered in the buildings of the Nordbau A. G. of Oberschöneweide, an engine plant established by the German government, which built mainly Maybach engines and which, by the end of the war, began to produce a copy of the 12-cylinder Tatra aircooled Diesel engines. All construction data fell into the hands of the Russians and were forwarded to Moscow.

Other voluminous material was captured at Daimler-Benz of Marienfelde, in particular, the drawings of the model IV and "Panther" tanks.

Other material on tanks was found by the Russians on the Kummersdorf Testing and Training Grounds (near Zossen) where they also captured

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two experimental models of the superheavy "Mäuschen" (Little Mouse) tank. Other booty in their possession were files with original data from the offices of the Speer Ministry, which must have been found either in Berlin or in Wünsdorf, likewise near Zossen. With the aid of all these documents the Russians were able to determine the names of all persons who played leading roles in the construction of tanks and tank engines, and to procure their cooperation. The most important persons were:

(1) Director Wunderlich of Daimler-Benz A. G., Marienfelde (tank development and construction),

(2) Chief Engineer Mannig of the same firm, and first assistant to Wunderlich,

(3) Director Ochel of Orenstein & Koppel, Drewitz near Potsdam (production of tanks),

(4) Oberbaurat Augustin (development of tank engines).

The two men listed under (1) and (2) were employed chiefly as consulting engineers and were charged with the submission of technical reports. The relationship soon grew looser since both lived in the western zones and shortly after resumed their employment with Daimler A. G. and the Deutsche Reichspost, respectively.

Director Ochel, among other things, worked on the plans for a locomotive plant to be erected in Russia which was to manufacture 1,500 engines per year, including boilers. Although dismantled by the Russians Orenstein and Koppel received orders to build locomotives within the framework of reparations. Beginning 1949 Ochel went to the Western Zone and is now with the Dortmund plant of Orenstein and Koppel.

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The Technical Commission of the "Transmash" established the following development bureaus in Berlin and Soviet Zone:

(1) A locomotive bureau in Mittweida engaged in the development of a new locomotive for Russia,

(2) a similar bureau in Wildau near Berlin,

(3) a gas-turbine bureau in Dresden which was to design and to build a 2,000-HP gas turbine for a locomotive. Among others, Professor Hahn of the Technische Hochschule Dresden, was employed there. As it was learned in 1948, the success of the work had not come up to the expectation of the Russians.

(4) Bureau for Welding Techniques and Welding Machines. The main effort here was directed to the development of machines and methods for electric welding. The personnel of this bureau was apparently not first-rate since rather uncomplimentary opinions of the status of the work were heard frequently. For a certain period, the services of Chief Engineer Huyss of the former AMBI-BUDD of Berlin-Johannisthal had been obtained as consulting enginner, but Huyss soon relinquished this position. If details on the operations of this bureau are wanted, he might be consulted.

(5) A bureau for foundry technique. The main purpose of this bureau was to study the latest German foundry techniques. The chief assistant drawn from the ranks of German industry was a Dipl.-Ing. Kaiser of the Rautenbach company in Wernigerode. The work was limited to pure theory since the extensive dismantling, which even included the wood pattern shops, rendered practical work impossible.

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(6) The Engine Designing Bureau in Hohenneuendorf. Director of the German part was Oberbaurat Augustin. The designers of this bureau were from the engine industry and had partly worked on tank engines already before the war. Enclosure (1) contains detailed information on the tasks of this Engine Bureau and also of a designing group for tank chassis.

In addition, of special interest to the Russians were fortifications and tank defenses such as obstacles, i.e., tank traps and tank ditches. Also of interest was the development of air filters, a field in which the Russians, until now, merely copied foreign filters but not always selected the most effective types. Within the framework of these operations the Russians ordered, among others, a complete dust and air filter research laboratory, which was delivered by DELBAG to the extent that payment had been made for it.

In addition to pure research these bureaus were at times charged with furnishing reports. Thus the engine bureau supplied the following reports:

1. "The Development of Diesel Engines for Trucks in Germany"
   (Author: Oberbaurat Augustin)
2. "The Development of Tank Engines in Germany"
   (Author: Oberbaurat Augustin)
3. "Modern Charging Compressors"
   (Author: Dr. F. R. Schmidt)
4. "German Engines for Rail Motor Cars"
   (Author: Chief Engineer Munz)
5. "The Cooling of Engines"
   (Author: Dr.-Ing. Rothmann)
6. "Filters for Air, Fuel, and Lubricants"
   (Author: Oberbaurat Augustin).

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